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GOOD ROADS AND
PREPAREDNESSState and Government Aid Ad-
vocated For Highways.

THE NATION'S ARTERIES.

A. G. Batchelder Says That the Country Must Have a Maximum Opportunity For the Maximum Transport of Men and Munitions by Means of the Motorcar and Roads.

Roads of America may mean the very existence of the nation, according to A. G. Batchelder, chairman of the executive board of the American Automobile association. Roads that go somewhere, arteries of communication that bind the nations together, roads serving to the fullest extent commercial and social and possibly military needs—these are the highways now demanded and obtainable by that logical federal co-operation with the several states which has been accentuated by the facts set concisely forth in the stupendous European conflict, according to Mr. Batchelder. The chairman points to the fact that in exactly the same manner as it became necessary that the states should help their county units in the construction of comprehensive road systems it is now essential that the national government shall lend aid to its state parts in the early realization of a road plan that will in the greatest degree weld together coast and coast and lakes and gulfs.

Mr. Batchelder says that the country must have a maximum opportunity for the maximum transport of men and munitions, and the motorcar and the roads are the means for its accomplishment. Thirty thousand miles of road would gridiron the entire United States with interconnecting and interlocking highways and would embrace every state in the Union, giving each one a big main artery for highway travel, according to Batchelder, who believes that four direct east and west roads from the Atlantic to the Pacific, with one "Y" from the great lakes to the Pacific coast along the northern border, five north and south roads—border to border—and three prominent diagonals for important interconnections would be included in this total mileage. At \$10,000 per mile Mr. Batchelder estimates that this would mean a road requirement of \$300,000,000. This \$10,000 per mile is based on an average of extremes from low cost because of topography and nearly material to high cost per mile because of contra-conditions, and the figures also include bridges and culverts. At the present population and the normal increase during the period of ten years this would mean an equated payment of 31 cents per inhabitant per year. Mr. Batchelder points to the fact that a state which does not provide interstate road connection with adjoining states is plainly at a disadvantage and says that a road brings commensurate value for the expenditure and is available to those living in the territory traversed, as well as those who come from a distance. He believes that the commonwealth should build arteries of communication and meet the wants of the largest number of people just as it is done by the railroads.

Congress and Road Building.

At a meeting of its executive board the American Automobile association went on record as favoring federal aid in a good roads measure which has been drafted by the executive committee of the American Association of State Highway Officials. Briefly, the bill provides for national and state co-operation on whatever roads may be mutually decided upon, with the state matching every federal dollar it receives on the basis of its area, population and road mileage in proportion to the total for the whole country.

It seems to be generally recognized that any bill which the congress of the United States will pass is likely to include a requisite that a state shall first establish a highway department in order to have a centralized direction in construction and maintenance of roads. Just six of the forty-eight states have yet to establish highway departments. Georgia, South Carolina, Mississippi, Nebraska, Indiana and Texas are the six states which have yet to recognize the need of a state highway department.

Cost of Hauling Contrasted.

In 1908 France expended \$600,000,000 on her roads, the best in Europe, about \$15.38 per capita. It costs 7 cents a ton per mile to haul tonnage upon her public roads, an average of 25 cents per ton per mile in the United States, 18 cents per ton per mile more than in France. Over 2,000,000,000 tons in this country are hauled seven miles average upon the road. This average haul upon the public road before it reaches rail or water transportation costs \$1.26 per ton more for seven miles than it would cost in France, a loss we pay in haulage of freight for the privilege of having bad roads of \$2,520,000,000 a year. The French average, \$15.38 per capita, on our 100,000,000 of population would be \$1,538,000,000.

Woman's World

An American Novelist Finds
a Paying Workroom in Paris.

EDITH WHARTON.

Mrs. Wharton, author of "The House of Mirth," tells how a paying workroom for war sufferers is founded:

When the war broke out an immense number of benevolent and unoccupied women in Paris felt a violent but vague impulse to "help." This impulse found its chief expression in the traditional pursuits of making lint, hemming towels and crocheting baby jackets. Such activities are harmless in days of peace, but in wartime any unpaid industry encroaches on the rights of the unemployed, and this fact was so promptly understood in France that I can claim only by a few weeks' priority the honor of having founded the first paying workroom in Paris.

My ouvroir, which started tentatively and on a small scale, was at first meant only to supply work for a few seamstresses of my own quarter, but with the temporary paralysis of trade such a wave of misery swept over Paris that the most prudently circumscribed charities had to enlarge their borders and take their chance of finding the means to exist. It was impossible to confine my aid to seamstresses when typists and accountants, nursery governesses and dramatic artists, cooks and concert singers were all pleading for help, but I kept and have continued to keep to one of my original rules—that no one I employed should be in receipt of what is called the "military allowance." All over Paris in these early days workrooms were being opened to help the wives and mothers of soldiers. Wives, widows and young girls without near relatives in the army were not unreasonably overlooked, and it was for their benefit that my workroom was started.

My first step was to appeal for help to my compatriots in Paris. I collected over \$2,000 within a week or two, and with that sum the foundations of the work were laid. I bought a large supply of materials, made arrangements to have my women fed in a neighboring restaurant and put over my door the sign of the Red Cross, under whose auspices the work was begun. The women receive 20 cents a day and a good midday meal in return for six hours' work. On Thursdays they have a half holiday with full pay, but whenever there is a sudden call for hospital supplies or any urgent order they cheerfully give up their Thursday afternoon.

When a woman applies for work she shows her papers, gives references and is asked to prove that she is not receiving either the "military allowance" or what is called the "assistance to the unemployed." Her statements are verified by inquiries at her mairie, and if the report is favorable she is engaged for two months.

The two months over, she has to leave, but if she chooses we give her piecework at home for a month. At the end of the month, if there is a vacancy, she can return to the workroom for another two months, and so on. This system of rotation was established as soon as it became evident that the war was to last a long time, and the result has been satisfactory.

So Transparent!

The transparent hat has been such a welcome comer that its popularity has extended for more than the usual one season run. This is also true of the transparent hem which has had such a vogue during the fall and winter, while the transparent frock that reveals the silken trousers beneath is a creation of this season. Transparent scarfs, too, of white or flesh colored tulle, so wrapped that they cover the chin, are also receiving a great deal of attention by this year's debutante. So it will be understood that the advent of a coat which reveals the frock beneath and such a coat trimmed with fur to add to the luxurious effect will not be such a startling idea as it sounds on first hearing.

O'Brien Potatoes.

Boil potatoes with the skins on till tender, then cool and cut into dice. Make a white sauce according to usual manner and add to it a teaspoonful of onion juice and a large tablespoonful of chopped green pepper. Pour over the potatoes and simmer for five minutes.

The New
Wash Fabrics

FOR SPRING AND SUMMER LOOKS LIKE A FLOWER GARDEN OF DAINTY STYLES ALL FRESHLY GATHERED.

SHEER VOILES AND CREPES

ALL SO PRETTY AND NEW THAT IT IS A PLEASURE TO LOOK AT THEM.

SILK AND COTTON CREPE DE CHINES. A. B. C. SILKS. DEBUTANTE SILKS. RECEPTION VOILES. PRINTED SILK MARQUESETTE AND MANY OTHERS. A GREAT ASSORTMENT OF ALL THAT IS NEW AND DESIRED IN THE NEW SPRING FABRICS.

THE NEW HAMBURGS

ARE NOW READY FOR YOUR SELECTION. COME AND SEE THE MANY NICE THINGS FOR FINE DRESSES AND DAINTY LINGERIE FOR THE COMING SEASON.

Great Fur Sale

CHOICE OF OUR ENTIRE STOCK AT GREATLY REDUCED PRICES. THIS IS A GREAT OPPORTUNITY FOR LADIES TO BUY FURS AT A GREAT SACRIFICE. FOR THESE ARE OUR OWN SPLENDID GOOD FURS MARKED DOWN. OUR PRICES ARE EXTREMELY LOW. COME AND SEE FOR YOURSELF AND BE CONVINCED. ASK TO SEE THE SPLENDID VALUE WE ARE SHOWING OUR CUSTOMERS IN TABLE LINENS THIS WEEK

—AT—

ROSS-HUNTRESS COMPANY

THE BIG STORE ON THE CORNER

Corner West and Grove Streets

RUTLAND, VT.

MISS GRACE SAGE
AT OPERA HOUSE

Of all the lyceum course pumbers given in town in recent years none has brought a more talented person than Miss Grace Sage who will appear at the Opera House Friday evening. No one should miss the opportunity to hear her. A very enjoyable evening is assured. It might be added that the possibility of a lyceum course next year depends considerably upon the attendance Friday evening and at the final number March 7th. Come out and enjoy the evening. Of her the Vermont Tribune of Ludlow recently said: "The attractive and commodious home of ex-Governor and Mrs. W. W. Stickney was the scene of an extremely pleasant gathering, when several guests were entertained by Miss Grace Sage, impersonator, of New York. Her artistic interpretation held the attention of her hearers from the beginning. Miss Sage is a young woman of beauty and charm as well as a skilled entertainer."

NORTH RUPERT

The past week has been the coldest of the season here.

Mrs. Chester Reed of Timmouthe was a recent guest of her father, M. C. Sheldon.

Misses Vera and Thyra Gallup of Pawlet, passed Sunday with their grandmother, Mrs. Angie Gallup.

James Leach attended the farmers' meeting in Manchester last week and was the guest of Mr. and Mrs. Robert Purdy.

Charles Phillips and family and Mrs. H. E. Winchester and two daughters were among those who attended the entertainment and supper at Pawlet Saturday evening.

Mr. and Mrs. M. C. Sheldon returned from a visit to Rutland and Fort Edward, N. Y., last week accompanied by their niece, Miss Sarah Haselton of the latter place, who will remain here for some time.

Town Unit System Imperilled
By Perryism

If Vermonters believe in the principle of home government;

If they consider that our fathers laid down a correct principle of government when they established the town meeting;

If they foresee a day when Perryism will be applied to Vermont towns in other respects than regulating the sale of liquor;

If they seek to further the day when smaller towns of the state will be smothered by state encroachment;

If they believe in the right of every community to pass upon its own problems, they

Will Vote "NO" on the Perry Referendum.

In the booklet issued by the Local Option League, the following statements appeared:

Governor Charles W. Gates is one of the most consistent advocates of the town unit, which is the corner stone of Vermont's system of local and state government. In his inaugural address he frankly raised the question as to whether the tendency toward increasing the centralized powers of the state was wise. He said:

"One of the most evident manifestations of this change is the tendency to place upon the central government many varied powers and responsibilities that heretofore rested with the people themselves. Just how far we, as a state, should go towards paternal government will be the question often to be considered in our deliberations."

"It would be most unfortunate to have our people relieved of the actual responsibility of citizenship. Such a condition would destroy the frequent safeguards we have to our body politic—individual action, responsibility and independence."

The success of Governor Gates as highway commissioner was largely due to his recognition of the town unit as a necessity in efficient and loyal co-operation. He freely conceded the importance of this principle by giving credit as follows: "By retaining the town as the unit, recognizing the towns as partners—greater improvement for the money expended than could have been possible under compulsory state control."

Governor Gates sees fit to protest against this quotation and application of his own words. He gave out a statement to the state press in which he declared that he had been grossly misrepresented. But had he?

Judge Tyler Sets The Governor Right

The matter is briefly explained by Judge James M. Tyler, President of the Local Option League, as follows:

"Governor Gates' statement having been called to the attention of leading officers of the Local Option League they expressed great surprise at the construction that His Excellency placed upon the paragraphs referred to in the local option document."

"The governor signed the proposed prohibitory law passed by the Legislature at its last session, and it is generally understood that it had his personal approval. It never occurred to the officers of the Local Option League that the governor was with them; they knew he was on the other side."

"The 'document' on page 13, calls the attention of voters to the subject of the town unit and to the growing danger of centralized power in government, and on this vital subject quotes, verbatim paragraphs from the governor's inaugural message in which he speaks in strong terms of the danger of having 'our people relieved of the actual responsibility of citizenship.'"

"Then that no one may be misled the 'document' says that the governor's success as highway commissioner was largely due to his adherence to the town unit system and quotes another paragraph from the message in which he applies his sound doctrine to the subject of highways."

"The league would apply this doctrine to the question to be settled at the March meeting."

VERMONT LOCAL OPTION LEAGUE,

Raymond Trainer, Sec'y,

White River Junction, Vt.

Bottles and Corks.

Glass bottles with cork stoppers did not come into use until the middle of the fourteenth century.

Mint Relishes.

Green Peas and Mint.—Shell green peas just before they are to be cooked. Line the top of a double boiler with green lettuce leaves, put the peas in, add a tablespoonful of chopped parsley, cover and cook until done, which will be about half an hour or perhaps forty minutes. Then drain, add a tablespoonful of finely minced mint, salt and pepper and two tablespoonfuls of butter.

Mint Sauce.—In taking your walks abroad at this season bring home with you if you can a handful of mint from the brookside. To make the sauce that goes so excellently well with spring lamb or game chop fine the well washed leaves of a bunch of mint, then pour over them a cupful of boiling water and add two tablespoonfuls of sugar. Cover and let stand in a cool place for an hour to fuse; then add a quarter of a teaspoonful of salt, a dash of paprika and four tablespoonfuls of vinegar. Mix thoroughly and serve with the meat.

Mint Chutney.—Add to a handful of finely minced mint leaves a cupful of seeded raisins, two tablespoonfuls of sugar, one of tomato ketchup and a saltspoonful of salt. Mash and mix until juicy; then serve in a bowl with cold meats.

Mint Sherbet.—Take six lemons, two oranges, two cupfuls of sugar, two cupfuls of water, one large bunch of fresh mint, the white of one egg and a piece of green leaf the size of a pea. Squeeze the juice from the lemons and oranges. Pour cold water over the peelings and put on the stove, allowing it to come to a boil; then pour it over the sugar and mint, which has been cut up fine. Cover it and allow it to steep for an hour. Then strain over the juice of the lemons and oranges. Dissolve the green leaf in a little of the mixture until it is clear and then add to the juices. Mix the ingredients together with the white of an egg, well beaten, and put in the freezer. Serve in sherbet glasses garnished with a tiny sprig of mint.

ARLINGTON

Mrs. E. J. Cullinan has returned from Rutland.

Leslie Jones of the Albany Business College is home for the week-end.

Mrs. Scott Shuman of Bennington, was a recent guest of Mrs. H. D. La Batt.

Mr. and Mrs. George Howard and Mr. and Mrs. James P. Cullinan were in Albany Thursday.

On Friday evening of this week the ladies of Arlington will give a leap year dance at Town Hall. Hurley's Orchestra of Bennington will furnish the music.

About 25 ladies attended the card party Thursday afternoon given by the ladies of the Order of the Eastern Star at the home of Mrs. H. D. La Batt. Cards were played at five tables, the prize going to Mrs. Scott Gray.

SANDGATE

Mrs. Sara Randall was in town last Thursday on business.

Ray Bentley of Cambridge, N. Y., has been in town recently looking after his interests here.

Mr. and Mrs. Stannard Wilcox of Sunderland, were in town last week on business.

Dick Woodcock is moving to Cambridge, N. Y., to the farm that he bought there a year ago. His brother Norman has been living on the farm for the past year.

Fred Squires carries cream to Manchester twice a week. He looks after the cream from this section and in West Arlington for the Manchester Dairy Company. He will carry it every day during the coming summer. The same as he did last summer.

E. S. Botsford of Manchester, a son-in-law of the late Harland Woodcock, bid in the home farm at the auction held by the executor last Thursday. This real estate consists of over 300 acres with a large amount of timber thereon together with a number of farm buildings.

Oscar Wyman and wife of Cambridge, N. Y., are at his mother's and sister's making arrangements about his mother's farm for the next year, as George Bentley, who is now on the place, has bought the Hiram Hawley farm in West Arlington and expects to move there this coming spring.

Mr. Lemberg, who lives where Alva Roberson formerly lived, has been making extensive repairs to his dwelling house. Mr. Lemberg has greatly improved this property since he took possession, among other things is the erection of a quantity of wire fencing. Mr. Lemberg is a German who is a good farmer and is making good, while many who came from New York City and tried to farm it and made a flat failure. He has demonstrated what can be done by one who knows how.

GOV. J. FRANK HANLY TO
SPEAK AT OPERA HOUSE

Former Governor J. Frank Hanly of Indiana, will speak in the Opera House at Manchester Center at 3 p. m. March 3rd, under the auspices of the Flying Squadron Foundation.

Governor Hanly was the executive chairman of the Flying Squadron of America in their nation-wide campaign for national prohibition and he is now at the head of the Flying Squadron Foundation, as that campaign closed at Atlantic City, June 6th after having appeared in more than 250 cities, visiting every state in the union and traveling more than 65,000 miles. The people of this town are very fortunate, indeed, to have the opportunity of hearing of the greatest orators and most enthusiastic temperance workers in this country.

Governor Hanly is one of the few men who laid aside political ambitions to fight the greatest evil that confronts the American people to-day, "The American Saloon."

The meeting is open to the public, and admission is free. A very large attendance is anticipated by the committee in charge. No collection, no pledges, everybody welcome—come.